

SAVED BY "S.O.S.": "TITANIC" SURVIVORS IN THE LIFE-BOATS.

PHOTOGRAPH NO. 3, TAKEN BY A PASSENGER ON THE "CARPATHIA,"—REPRODUCED BY COURTESY OF "COLLIER'S WEEKLY"; NOS. 1 AND 2 BY J. W. HARKER, SUPPLIED BY C.N.



1. UNDER THE COMMAND OF MR. LOWE, FIFTH OFFICER OF THE "TITANIC": A LIFE-BOAT, WITH SAIL RIGGED, CARRYING "TITANIC" SURVIVORS.

2. ROPED TOGETHER TO PREVENT SEPARATION; TWO OF THE "TITANIC'S" LIFE-BOATS IMMEDIATELY BEFORE THEY WERE PICKED UP BY THE "CARPATHIA."

3. PHOTOGRAPHED AS SHE NEARED THE "CARPATHIA": ONE OF THE "TITANIC'S" LIFE-BOATS.

The "Carpathia" arrived on the scene of the "Titanic" disaster in answer to the wireless distress-signal. "S.O.S." not in time to see the end of the great liner, but in time to pick up her boats, and took the 705 survivors to New York. A "Carpathia" passenger, describing the rescue to the "Times," said: "I went up on to the deck and found that our vessel had changed her course. The life-boats had been sighted, and began to arrive one by one. There were sixteen of them in all. The transfer of the passengers was soon being carried out.

It was a pitiable sight. Ropes were tied round the waists of the adults to help them in climbing up the rope ladders. The little children and babies were hoisted on to our deck in bags. Some of the boats were crowded, but a few were not half full. . . . There were husbands without their wives, wives without their husbands, parents without their children, and children without their parents, but there was no demonstration, and not a sob was heard. They spoke scarcely a word, and seemed to be stunned by the shock of their experiences."

ON THIS SIDE: SURVIVORS OF THE "TITANIC" DISASTER IN ENGLAND.

PHOTOGRAPHS BY S. AND G., NEWS ILLUS., F. D. CASEY, AND TOPICAL.



1. MR. G. PREGNALL.

Greaser. Picked up after being in the water an hour and a-half, and had his feet and hands frostbitten.

2. QUARTERMASTER W. WYNN.

Had charge of No. 9 life-boat, containing 42 women, 3 stewards, 3 sailors, and 2 men passengers. Was in the life-boat for 6½ hours with only matches as lights.

3. MR. W. MAJOR.

Fireman. Was in the last boat to leave the "Titanic."

4. MR. JOUGHIN.

Chief baker. Drifted for nearly 3 hours, and then found place on a raft which saved 34. This after he had been pushed off one side of the raft as it was so full.

5. MR. THRELFALL, LEADING STOKER; AND MR. MCCOUGH.

The former has described the closing of the water-tight doors, and how Captain Smith, at the last, gave the command "Every man for himself." The latter has said that no one was killed by the collision. He saw Captain Smith go down.

6. MR. H. SENIOR.

A stoker. His saving is described elsewhere under one of our illustrations.

7. MR. F. PRENTICE, MR. E. BROWN, AND MR. W. LUCAS, A SALOON STEWARD.

Mr. Prentice, a storekeeper, has said that for a time no one anticipated any real danger. He let himself drop into the sea at the last, taking with him a bottle of brandy, which, after he had been picked up, was thrown away, as it was feared that if any hysterical person in the boat touched it the result might be bad. Mr. Brown was in the water for three hours.

8. WAITING FOR THEIR STATEMENTS TO BE TAKEN AFTER THEIR ARRIVAL ON THE "LAPLAND": STEWARDS, SAVED FROM THE "TITANIC," OUTSIDE A WAITING-ROOM AT PLYMOUTH DOCKS.

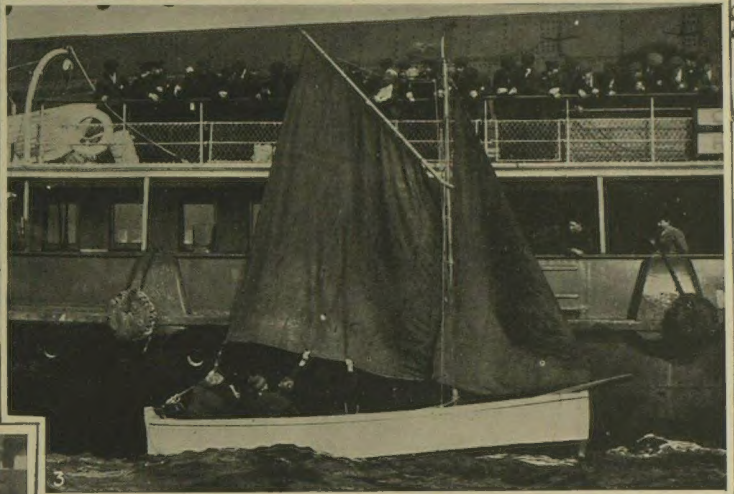
9. PICKED UP BY THE "CARPATHIA": SURVIVING STEWARDESSES OF THE "TITANIC."

10. SAVED BY THE "CARPATHIA": A "TITANIC" STEWARDESS AND (ON THE RIGHT) MRS. SLOCUMBE, TURKISH BATH MANAGERESS OF THE VESSEL.

We give here portraits of a few of those who had the good fortune to survive the "Titanic" wreck although quite a number of them, the men more particularly, did not leave the sinking vessel in her boats, but were picked up later from the water.

OF THE "TITANIC'S" CREW, SURVIVORS OF THE DISASTER, AT PLYMOUTH

L.N.A., NEWSPAPER ILLUSTRATIONS, AND C.N.



6. A POSITION WHICH CAUSED THE SENDING OF THE WIRE TO THE BOARD OF TRADE, "CREW OF 'TITANIC' BEING DETAINED AS PRISONERS"; SURVIVORS LOOKING THROUGH CLOSED DOCK-GATES AT PLYMOUTH.

7. SAVED FROM THE "TITANIC": MR. J. WHITTER, STEWARD; AND MRS. ROBINSON, STEWARDESS.

8. AS NEAR AS THEY WERE ALLOWED TO BE: THE CROWD LOOKING THROUGH LOCKED GATES OF THE DOCK, TO SEE SURVIVORS COMING ASHORE FROM THE TENDER.

9. THE VESSEL WHICH BROUGHT TO ENGLAND 167 OF THE 210 SURVIVORS OF THE "TITANIC'S" CREW; THE RED STAR LINER "LAPLAND."

10. ABOUT TO LAND IN ENGLAND AFTER THEIR TERRIBLE EXPERIENCE ON THE HIGH SEAS; SURVIVORS OF THE "TITANIC'S" CREW ON THE TENDER WHICH BROUGHT THEM FROM THE "LAPLAND."

11. AFTER THEIR ARRIVAL; "TITANIC" SURVIVORS AT DINNER IN THE SHED SET APART FOR THEM IN THE DOCKS.

necessary to take their statements. It had been arranged that the whole of the men should sleep in the docks on the Sunday night, on mattresses placed on the floor of a big room; while food was to be provided for them. Concerning the matter, the Board of Trade solicitor wired: "Crew of 'Titanic' from 'Lapland' are not in any sense detained at Plymouth against their wish. They are only invited to remain on premises provided, so that statements may be taken from them to avoid delay, and to settle who shall be called for evidence on the Inquiry. They are free to leave when they like. Only hope for their co-operation making depositions." The survivors landed by the "Lapland" included 147 men and 20 women.

At the Sign of St. Paul's



Camera-Portrait by Hoppé.
A DRAMATIST TO MARRY A
DRAMATIST: MISS K. G. SOWERBY,
WHO IS ENGAGED TO CAPTAIN
JOHN KENDALL.

Miss Sowerby suddenly found herself famous by the success of her play "Rutherford and Son," recently transferred to the Vaudeville Theatre. It was arranged to produce her new one-act comedy, "Before Breakfast," at the Playhouse on May 2.



There, accused of sorcery by Richard, Duke of Gloucester, did penance in St. Paul's in a white sheet... about 1485.



Photo. Illus. Bureau.
ENGAGED TO MISS K. G. SOWERBY.
AUTHOR OF "RUTHERFORD AND
SON": CAPTAIN JOHN KENDALL,
AUTHOR OF "DAD."

Captain Kendall, who retired from the Army in 1904, has written several plays, including "Dad," "Mrs. Bill," and "Laughter in Court." He is also well known under the pen-name of "Dum-dum," as a contributor to "Punch" and other papers.

ANDREW LANG ON THE NATURE AND ORIGIN OF LAUGHTER.

"TO think is to be full of sorrow," says Keats, with a great deal of truth, if by thinking we mean serious thinking. The thoughtless are the happier.

part of mankind; I envy the thoughtless. But to think on even quite common things is to be full of puzzlement and bewilderment. For example, most people do not think at all about laughter "in the abstract," as the young Edinburgh lady talked to her partner at a dance about "love in the abstract"—according to Sidney Smith.

A writer in the *Edinburgh Review* criticises books by George Meredith, Herbert Spencer, Hazlitt, Mr. Sully, and Monsieur Bergson, newest and greatest of all philosophers, on Laughter, and leaves one sufficiently serious and bewildered.

"Why did I laugh?" the afore-said Keats asks in one of his sonnets. I regret to say that, if he discovered the reason why he laughed I have forgotten it; the really wonderful thing is, why do human beings ever laugh at all. Except the laughing jackass (which is, I believe, a bird), the animals at

touching a circle, and consequently, it is always comical, if we see the joke.

The reviewer hits off at a stroke the only adequate definition of the ludicrous "That is funny" (for me, let us add), "which makes

stationed. On the definition, the whole situation must have seemed funny to him, but it is not easy to detect the nature of the joke. The Boers did not get in, and there was no proof that they suffered any losses: but these circumstances, even if in themselves humorous, were not the cause of the merriment of my young Etonian warrior.

From an excellent witness, long dead, I have heard that a missionary in Australia, a friend of his, was instructing one of the blacks in the elements of our religion. They met under the vault of heaven, in the open bush, but the teacher observed that the catechumen always, on one pretext or another, retired into the whins, and came back with his eyes watering. At last, with subtle steps, he followed his neophyte, and found him lying on his back, kicking up his legs, and laughing till the tears ran down. The sympathetic *padre* at last elicited from him the nature of the joke. Hippai (so he was commonly addressed) was laughing at the doctrine of the immortality of the Soul! Of course, the doctrine



"A STRINGED AND WIND INSTRUMENT COMBINED":
A BUSHMAN PLAYING THE GORAH, IN 1811.
From Burchell's "Travels in the Interior of Southern Africa"
(London, 1822).

"The 'Gorah'... may be compared to the bow of a violin. . . . It consists of a slender stick, on which a string of catgut is strained. But to the lower end of this string a flat piece . . . of the quill of an ostrich is attached, so as to constitute a part of the length of the string. This quill, being applied to the lips, is made to vibrate. . . . Beneath, are added the notes expressed. . . . as they sounded in my ear."

"THE CAPE OF ADVENTURE."

Being Strange and Notable Discoveries, Perils, Shipwrecks, Battles, etc., extracted from the Writings of the Early Travellers. By Ian D. Colvin.

Illustrations Reproduced by Courtesy of the Publishers, Messrs. T. C. and E. C. Jack. (See Review elsewhere.)

me laugh." A very young soldier once told me that he never laughed so much as when running, through thick darkness and singing bullets, to help to resist a surprise attempted by a Boer force on the outpost where he was



OF THE SOUTH AFRICAN TRIBE TO WHICH
FRANÇOIS LE VAILLANT'S CHARMER BELONGED:
RAGEL, A HOTTENTOT GIRL.

From François le Vaillant's "Voyage dans l'Intérieur de l'Afrique" (Paris, 1790).

Charmed by a Hotentot girl of sixteen, François le Vaillant writes: "She was the youngest sister of the Graces under the figure of a female Hotentot. . . . I gave her a girdle, bracelets, and a necklace. . . . I found her name difficult to pronounce, disagreeable to the ear, and inapplicable to my ideas. I therefore renamed her Narina, which in the Hotentot language signifies a flower."

From "The Cape of Adventure."

large do not laugh, even if you tickle them, and there is another puzzle. Why should mere muscular applications to our cuticle produce the same reaction, namely, laughing, as do the most humorous sayings of Sir John Falstaff, or the spectacle of a man sitting down on the hat of himself, or some other parishioner?

As an instance of a sight apt to cause laughter, Schopenhauer, says the reviewer, gave "the funny and amusing spectacle, the appearance of a tangent touching a circle." Schopenhauer must have been "tickle o' the sear" (consult, if you are puzzled, notes to Shakespeare's works). Schopenhauer must have been most easily amused if he saw anything funny in the supposed situation. It is rather hard on the character of the tangent for occasional seriousness. A tangent does not exist except when it is



"THE HILL CALLED THE TABLE," AND OTHERS: AN EARLY FRENCH VIEW OF TABLE BAY.
From the Mendelssohn Collection.

John Jourdain, merchant on the British East India Co.'s ship "Ascension," put into Table Bay on July 14, 1608. "For recreation," he writes, "myself with other of the merchants would take our walks to the top of the hill called the Table." In the drawing the hills are named (from right to left) 1. Mont du Diable; 2. Mont de la Table; 3. Mont du Lion. Two gibbets are conspicuous objects on the shore.

From "The Cape of Adventure."



CARRYING ALL HIS EARTHLY POSSESSIONS:
A CAPE "BUSHMAN," OR BUSHMAN, OF A
CENTURY AGO.

From "A Collection of Portraits of the Savage Tribes taken from the Life in 1812, by an Officer of the 1st Light Dragoons" (London, 1822).

W. J. Burchell, who traversed the Bushman country in 1811, writes: "They had no earthly possessions whatever, excepting the miserable bit of dirty skin which hung round them, their bows and arrows, a few hassagays, a knife, and two or three ostrich egg-shells. They had not even a hut, or a few mats."

From "The Cape of Adventure."

does seem very absurd to "our scientific persons"—many of them, but the odd thing is that the blackfellow probably believed—they all do practically—that his essential self would survive his death and burial. The cause of his mirth may have been some misuse, by his English teacher, of native words, or some fancy picture, drawn by his teacher, of the future life.

Our instructor in the *Edinburgh Review* does not help me to understand the origin and nature of laughter, and the philosophers whose opinions he reports are not more successful. They fall back on the supposed motives of the savage. George Eliot traced laughter to "the cruel mockery of a savage at the writhings of a suffering enemy," but she had not observed savages more primitive than members of the Savage Club.

AS TAKEN ABOARD BY THE "OLYMPIC": A FOLDING LIFE-BOAT.

DRAWN BY N. SOTHEY PITCHER.



OPENING HER OUT WHILE IN THE WATER: UNFOLDING A BERTHON COLLAPSIBLE THROWN INTO THE SEA FROM A VESSEL'S DECK.

When the steam-ship "Orion," from Glasgow to Liverpool, went down in five fathoms of water, on June 18, 1850, and over 100 of her passengers were drowned, the Rev. E. L. Berthon set himself to work in an endeavour to improve existing life-boats, and to find a method by which more of them could be carried. The result was the first form of his collapsible boat. For some years Mr. Berthon met with the fate of so many inventors, and it was not until 1873, when he had long been vicar of Romsey, that, urged by Samuel Plimsoll, he gave up the idea that his boats would never be accepted, and started again. This time officialdom saw the value of his invention, and within a year had ordered £15,000

worth of his collapsibles for Indian troop-ships. The Berthon boat is constructed of a special waterproofed canvas of very exceptional strength, with a framework of stout wood. Its value has been proved, again and again, and it is certain that the "Titanic" disaster will bring it, deservedly, into still greater use. It can be expanded and lowered from davits in the usual way; but, if necessity arises, it can be thrown into the sea folded and used as a raft; while, if experienced men tackle the matter, it can be opened out while in the water. The "Olympic" took twenty-four BERTHONS aboard for the voyage she had to abandon owing to the refusal of some members of her crew to sail.

ART & MUSIC &

THE DRAMA



M. GIOVANNI MARTINELLI.
OF COVENT GARDEN OPERA HOUSE.
Photo, Dover Street Studios.



MICHAEL ANGELO & POPE JULIUS THE SECOND IN THE SISTINE CHAPEL



M. GIUSEPPE CELLINI.
OF COVENT GARDEN OPERA HOUSE.
Photo, Record Press.

Music.

THE musicians who went down on the *Titanic* doing their duty to the last are not to pass unhonoured from memory. The London Orchestral Association is organising a memorial concert to be given in the third week of May at the Albert Hall. The leading orchestras of this country, the Philharmonic, Queen's Hall, London Symphony, Beecham, and New Symphony, together with the orchestras of our two opera houses, will mass their forces into a company over five hundred strong, and among the conductors expected to direct a performance that will in many regards stand alone in musical history are Nikisch, Sir Henry Wood, Sir Edward Elgar, Mr. Thomas Beecham, and Mr. Landon Ronald. Full details of the arrangements will be published in the next few days.

The season has opened well, both at the National Opera House and at the London. At Covent Garden, where the Second Cycle of the "Ring" operas is about to be given, under Dr. Rottenburg's direction, a new tenor of the first rank has been discovered. This is Signor Giovanni Martinelli, who made his debut last week in "La Tosca," after studying the part rather hurriedly, and showed at once that he has a voice of extreme power and beauty, and that he is equipped with the dramatic sense that the opera house demands. He has a certain knowledge of music, partly acquired in one of the military bands of his country, but his association with grand opera is less than two years' old. He is to be heard during the season in "Aida," "The Girl of the Golden West," and the "Jewels of the Madonna." The new Carmen of last week, Signora Tarquinia Tarquini, found favour in the sight of a first-night audience, and the "Ring" performances, of which notice may be reserved, have been well up to the high standard of Covent Garden.

At the London Opera House, where Mr. Hammerstein has not only had the remarkable courage to revive Donizetti's "La Favorita," but has even mounted it remarkably well, most of the operas presented have been given in French. Miss Félice Lyne, a great favourite with Mr. Hammerstein's patrons, and Mr. Orville Harrold, who is hardly less popular, have been seen and heard to great advantage in "Romeo and Juliet"; the ever popular "Tales of Hoffman" has been revived, and "Il Trovatore" is on the present week's programme. We are promised some new singers of more than ordinary gifts, and rehearsals

of the Holbrooke-de Walden opera, "The Children of Don," are in progress.

Señor Don Juan Manén, the Spanish violinist, whose first appearance in this country two years ago may be said to have passed unnoticed, has met with a cordial reception on the occasion of his second appeal to English judgment. Not only was he welcomed at the Queen's Hall as a player in whom a remarkable technique is associated with delicate insight, but the most favourable judgments were confirmed later in the week when he was heard with Mr. Frederic Lamond in a recital at Bechstein's.

Two sonatas for violin and piano were given, the D minor of Brahms and the famous "Kreutzer" of Beethoven, and although in point of temperament the two players would seem to be far apart, the difference was more clearly realised when each appealed alone to the considerable audience than when they joined forces. As an interpreter of Bach, Señor Manén was perhaps heard at his best.

The movement of musicians to the music-halls has been noticed on this page before to-day, but the full strength of that movement will be best understood from the briefest examination of the programme at some of the leading houses.

The Beecham Opera Company, for example, is at the Palladium again; at the Tivoli, where the programme seldom suggests that there has been special catering for music-lovers, there is a little opera by Mr. G. H. Clutsam, who ranks among the men with a future. Miss Maggie Teyte has gone to the Alhambra, where a return to light opera is expected in the near future, and is presenting a selection including some pieces from Puccini's "Tosca."

The success of the Balfour-Gardiner concerts, devoted almost entirely as they are to modern British music, coupled with the call for what is really good at houses where there was little demand of the kind only a few

years ago would suggest that a new and prosperous era is beginning for British musicians, and that they will find some remunerative employment outside the restricted area of the provincial festivals, which have been all too long their unhappy and unprofitable hunting-ground. Such a prospect is eminently satisfactory.



M. G. MARIO SAMMARCO.
OF COVENT GARDEN.



THE OPENING OF THE LONDON OPERA HOUSE SEASON: MISS FELICE LYNE AS JULIET, AND MR. ORVILLE HARROLD AS ROMEO.



M. HANS BECHSTEIN.
OF COVENT GARDEN.
Photo, Schlegel.



M. DANTE ZUCCHI.
OF COVENT GARDEN.
Photo, Dover Street Studios.



M. VANNI MARCOUX.
OF COVENT GARDEN.
Photo, Dover Street Studios.



M. BERTRAM BINYON.
OF COVENT GARDEN.
Photo, Dover Street Studios.



M. HEINRICH HENSEL.
OF COVENT GARDEN.
Photo, Pfenhaff.



M. ARMAND CRABBE.
OF COVENT GARDEN.
Photo, Matzner.



MR. JOHN MCCORMACK.
OF COVENT GARDEN.
Photo, Dover Street Studios.



M. MAURICE D'ISLY.
OF COVENT GARDEN.
Photo, Dover Street Studios.



M. ANDRÉ GILLY.
OF COVENT GARDEN.
Photo, Dover Street Studios.



M. DINAH GILLY.
OF COVENT GARDEN.
Photo, Berger.

DRAWN FROM MATERIAL SUPPLIED BY MR. H. SENIOR: DISCIPLINE AS FINE AS ON THE "BIRKENHEAD."



CALMLY AWAITING THE ORDER TO SAVE THEMSELVES: STOKERS OF THE "TITANIC" STANDING IN A SQUAD ON THE VESSEL WHILE SHE WAS SINKING FAST.

Many well-deserved tributes have been paid to the discipline shown both by crew and passengers of the "Titanic" after the great disaster, and there were many cases of the finest heroism of all, that which permits a calm wait for orders while facing death. None could fail, in a word, to agree with Mr. Asquith when he said, in the House of Commons, soon after the sinking of the "Titanic": "I am afraid we must brace ourselves to confront one of those terrible events in the order of

Providence which baffle foresight, which appal the imagination, and which make us feel the inadequacy of words to do justice to what we feel. I cannot say more at this moment than to give a necessarily imperfect expression to our sense of admiration that the best traditions of the sea seem to have been observed, in the willing sacrifices which were offered to give the first chance of safety to those who were least able to help themselves."

DRAWN BY E. M. ASHE, ONE OF OUR SPECIAL ARTISTS IN NEW YORK, FROM MATERIAL SUPPLIED BY MR. H. SENIOR, ONE OF THE SURVIVING CREW.

DRAWN FROM MATERIAL SUPPLIED BY MR. FREDERICK M. HOYT, A

SURVIVOR: THE "TITANIC" FIFTEEN MINUTES BEFORE SHE DISAPPEARED.



WITH EVERY PORTHOLE AND SALOON BLAZING WITH LIGHT: THE "TITANIC" JUST BEFORE A

On another double-page, we illustrate the "Titanic's" disappearance beneath the waters, the final moments of the great vessel. Here we publish an illustration showing the liner a quarter of an hour before her end, settling down, but with her lights still burning. Again we may quote Mr. Beesley: "In the distance, the 'Titanic' looked enormous. Her length and her great bulk were outlined in black against the starry sky. Every porthole and saloon was blazing with light. It was impossible to think that anything could be wrong with such a leviathan, were it not for that ominous tilt . . . She slowly tilted straight on end with the stern vertically upwards. As she did so the lights in the cabins and the saloons, which had not flickered for a moment since we left, died out, flashed once more,

DRAWN BY HENRY REUTERDAHL, ONE OF OUR SPECIAL ARTISTS IN NEW YORK, FROM MATERIAL

"GIANT" HAND" SEEMED TO PULL HER DOWN, AND SHE SANK IN TWO MILES OF WATER.

and then went out altogether." Major Arthur Peuchen, one of the survivors, said at the Senatorial Inquiry: "Then all the lights went out. A chorus of terrible calls for help followed. We in the boat were all deeply affected, especially the women." In another account of the disaster appeared the following: "The men and women in those small boats saw the bow of the 'Titanic' dip down as if it had been pulled by a giant hand." Mr. Frederick M. Hoyt, who was good enough to supply our artists with material for this drawing and for another in this issue, is a well-known yachtsman, and a most popular member of the New York Yacht Club. He jumped off the liner at the last moment, and had the good fortune to be picked up by one of the life-boats after having been in the water for but six minutes.

SUPPLIED BY MR. FREDERICK M. HOYT, THE WELL-KNOWN YACHTSMAN, A SURVIVING PASSENGER.

ON THE OTHER SIDE: "TITANIC" DISASTER SURVIVORS IN NEW YORK.

PHOTOGRAPHS BY LEVICK, S. AND G., THOMPSON, AND L.N.A.



1. THE WIRELESS OPERATOR WHO RECEIVED THE "TITANIC'S" DISTRESS SIGNALS ABOARD THE "CARPATHIA": MR. COTTAM.

2. BEFORE SENATOR SMITH, IN THE EARLIER STAGES OF THE SENATORIAL INQUIRY: THE COMMISSION LISTENING TO WITNESSES IN THE BALL-ROOM OF THE WALDORF-ASTORIA HOTEL, NEW YORK.

3. REPORTED TO HAVE DEALT EFFECTIVELY, WITH A MAN WHO TRIED TO STEAL THE FIRST OPERATOR'S LIFE-BELT: MR. HAROLD BRIDE, OF THE "TITANIC."

4. CARRIED ASHORE WITH FEET CRUSHED AND FROSTBITTEN: MR. HAROLD BRIDE, SECOND WIRELESS OPERATOR OF THE "TITANIC," LEAVING THE "CARPATHIA."

Mr. Cottam, who received the "Titanic's" wireless call for help, and so conveyed to the "Carpathia's" captain the news which sent that vessel speeding to the rescue, gave important evidence, and said the first message received from the White Star liner was "Come at once. Have struck berg. This C.Q.D."—The figures on photograph No. 2 mark the following: 1. Mr. Cottam, wireless operator of the "Carpathia"; 2. Signor Marconi; 3. Representative Hughes; 4. Mr. Bruce Ismay; 5. Senator Smith; 6. Mr. Franklin.—Mr. Bride's story of how he dealt with a man who tried to steal the life-belt of Phillips, the first wireless operator of the "Titanic," has been widely reported. Phillips died from exposure. Mr. Bride,

5. MYSTERY-CHILDREN FOR A WHILE: LOLO AND MOMON NAVRATIL.

6. ON THEIR WAY TO A MEETING OF THE SENATORIAL COMMISSION: MR. P. A. S. FRANKLIN, VICE-PRESIDENT OF THE INTERNATIONAL MERCANTILE MARINE CORPORATION, WHO BELIEVED THE "TITANIC" UNSINKABLE; AND MR. J. BRUCE ISMAY, MANAGING DIRECTOR OF THE WHITE STAR LINE, A SURVIVOR.

7. "THE FUNERAL SHIP": THE CABLE-SHIP "MACKAY-BENNETT" WHICH WENT TO THE SCENE OF THE DISASTER TO RECOVER BODIES FROM THE WATER.

8. WAITING TO SEE THE SURVIVORS OF THE GREAT DISASTER: THE CROWD OUTSIDE THE CUNARD DOCKS IN NEW YORK FOR THE ARRIVAL OF THE "CARPATHIA."

who was washed off the liner with a collapsible boat and picked up, had his feet badly crushed and frostbitten. He could only just climb up the "Carpathia's" rope-ladder, and he was carried ashore at New York. He was taken to the Senatorial Investigation in an invalid chair.—For a time there was mystery about two of the children saved, for they did not know their names. They have since been found to be Lolo (or Michael) and Momon (or Edmond) Navratil, of Nice.—On April 25, the "Mackay-Bennett" wired that she had recovered 205 bodies and was making for Halifax, Nova Scotia.—The "Carpathia" arrived at New York, with the 205 survivors, on April 18.



THE MOMENT BEFORE HE SAID THAT HE WOULD FOLLOW HIS SHIP, TOOK OFF HIS LIFE-BELT, AND WENT DOWN; CAPTAIN SMITH, OF THE ILL-FATED LINER, HANDING A BABY TO THOSE ABOARD AN OVERTURNED LIFE-BOAT.

Mr. H. Senior, one of the crew of the "Titanic," who went down with the vessel, swam for half an hour, then clambered on a floating cabin door, which sustained him for an hour or so, and was then pulled aboard an overturned life-boat, which was floating bottom upward with a lot of people on it, said of the heroic end of Captain Smith, the ill-fated master of the liner: "The mate, the captain, the second officer, and myself, all happened to be together on the boat-deck. There was an Italian woman standing near us with two babies, and there was another little baby running about. The captain took one baby; I took one of the Italian woman's babies; and she kept the other. . . . When I came up the baby I had in my arms was dead from the shock of the water." Later

he said, of his being pulled aboard the overturned life-boat: "The captain had been able to reach this boat and had handed over the baby, which died very shortly afterwards. They had pulled him on to this boat, but he slipped off again, telling them to let him go, that it was of no use, and that he would follow after the ship. In the water he had been resting on a life-buoy and had a life-belt on. He took the life-belt off and went down." On the overturned boat in question were, amongst others, Mr. Charles Lightoller, Second Officer of the "Titanic"; Colonel Archibald Gracie; and Mr. J. B. Thayer, jun. all of whom had gone down with the liner, and had come to the surface again.

DRAWN BY HENRY REUTERDAHL, ONE OF OUR SPECIAL ARTISTS IN NEW YORK, FROM MATERIAL SUPPLIED BY MR. H. SENIOR, ONE OF THE SURVIVING CREW.

DRAWN FROM MATERIAL SUPPLIED BY MR. J. B. THAYER, JUN., AND MR. H. SENIOR, SURVIVORS: THE END OF THE "TITANIC."



"SHE TURNED RIGHT ON END AND MADE A BIG PLUNGE FORWARD": THE "TITANIC"

Giving evidence before the Senatorial Committee at Washington and describing the end of the great liner, Mr. H. J. Pittman, third officer of the "Titanic" at the time of the disaster, told how the vessel went down by the head. "Then," he continued, "she turned right on end and made a big plunge forward. The 'Titanic' did not break in two, but went down. In fact, I heard four explosions just like the reports of big guns in the distance. I assumed that the sound meant the great bulkheads had gone to pieces. I have heard it said that the boilers exploded, but I have my doubts on that point." Mr. Samuel Bule, a cabin-steward of the vessel, interviewed by the "Daily Telegraph" soon after his arrival at Plymouth, said: "I think the noise we heard was that of the boilers and engines breaking away from their settings, and falling down through the forward bulkheads. At the time it occurred the ship was standing nearly upright in

DRAWN BY HENRY RUTENFRANZ, ONE OF OUR SPECIAL ARTISTS IN NEW YORK.

GOING DOWN IN TWO MILES OF WATER, AFTER COLLISION WITH AN ICEBERG.

the water." It will be recalled that Mr. Beesley said: "At about two o'clock, we observed her settling very rapidly. . . . She slowly tilted straight on end with the stern vertically upwards. . . . To our amazement, she remained in that upright position for a time which I estimate at five minutes. . . . Then, with a quiet, glancing dive, she disappeared beneath the waters." Mr. John Borland Thayer, Jun., who was saved, and to whom we are much indebted for material supplied is a son of the late Mr. John B. Thayer, one of the missing, who was Vice-President of the Pennsylvania Railroad. Mrs. J. B. Thayer and her maid were also saved. Mr. H. Senior, who has supplied us with much material, was a member of the "Titanic's" crew. His escape is described on the illustration showing the end of the "Titanic's" captain.

FROM MATERIAL SUPPLIED BY MR. J. B. THAYER, JUN., AND MR. H. SENIOR.

DRAWN FROM MATERIAL SUPPLIED BY MRS. CORNELL, A SURVIVOR.

PROOF OF THE DISCIPLINE ABOARD THE SINKING "TITANIC": A BOAT-LOAD OF WOMEN.



A SEAMAN, A FOREIGNER—AND WOMEN: THE CREW AND PASSENGERS OF ONE OF THE "TITANIC'S" LIFE-BOATS AFTER THE DISASTER.

Our Artist informs us, as we have noted, on the authority of Mrs. R. C. Cornell, that women rowed the boat seen in the foreground of the picture. With them was one seaman, and a foreign man who remained huddled up in the bottom of the boat. From various accounts it is evident that women helped in the rowing of several of the boats, and Miss Alice Farman Leader, a New York lady doctor, has said, for instance, that the Countess of Rothes practically took command of the boat in which she was, while several women assisted, rowing in turn.

Numerous other cases of the valuable work done by women have been mentioned, and there is no doubt that many would have stayed behind, as did Mrs. Isidor Straus, had they been permitted. It has been reported, for example, that physical force alone got Mrs. Astor, Mrs. George Widener, Mrs. Jacques Futrell, Mrs. John Thayer, and others into the boats. Mrs. Cornell was in the boat which carried, amongst others, Mrs. Appleton. Their niece, Miss Edith Evans, gave up her place in an overcrowded boat, and stayed on the ship.

DRAWN BY HENRY RALEIGH, ONE OF OUR SPECIAL ARTISTS IN NEW YORK, FROM MATERIAL SUPPLIED BY MRS. R. C. CORNELL.

BUCHANAN'S

Scotch Whisky



AMBERTON-CUPID
CRUMPSALL SQUIRE — CRUMPSALL POYN
THE LONDON & LANCASHIRE

"BLACK & WHITE"

BRAND

ART NOTES.

THE week brought word from Regent Street of certain traders who do not spy ruin arm-in-arm with Mr. Norman Shaw; but the louder voices are still raised against a scheme that would provide the Quadrant with a frontage interspersed with masonry. An all-glass route is the desire of the majority, and it seems probable that the Piccadilly Hotel will stand alone in its glory. Of the architecture acceptable to the shopmen, the recently erected example at the northern extremity of the street fills the beholder with dismay. If we may not have the glorious unreason of Mr. Norman Shaw, we might, at least, demand the strict utilitarianism that has, even as idealism has, its own excellence. Unfortunately, the demands of the trader end when he gets his window. For the rest, he leaves it to his builder to make a show with something sufficiently handsome. Such is the manner of the making of modern London.

In America the business man has been the autocrat of the building world. Knowing his mind, he has thrust aside make-shift and compromise. He has not disputed such a trifle as a few feet more or less of masonry on his ground-floor frontage, because his other demands made such details insignificant. When he ordained the Flat Iron Building, or any of the sky-scrapers with strange and ridiculous ground plans, he was doing, to say the least, something "big"; architects of resource and even learning applied themselves to his vast enterprises. The twenty-storeyed buildings of Chicago, for instance, are designed for the most part by two men whose smaller

work is admirable in proportion and style. Their stone-flagged courts, their terraces with pergolas, their vine-covered porches, give intimate charm to houses of scholarly plan. But observe their mammoth erections on Michigan Lake shore. Intimate charm is not dragged in! Beauty of any sort is ruled out by architects who have been known before as her accomplices. But in place of beauty they have introduced a hard reasonableness, a bare-faced logic, that make for a sort of excellence. The cornice, for instance, has disappeared, because in such building all

hall and state apartments. It is a façade proper to a pile of offices. Its countenance, if plain, is honest.

"A constructed desolation" is the summary of Mr. Bernard Whelan's survey of the capital. It is an epitaph upon dead hopes, dead money, and dead stones. Reconstruction is so slow to take shape that the architect who stands aside to get the town and its progress in perspective may well despair. Even were the Norman Shaw plans to take shape in Regent Street, we should be as far as ever

from the solution of the general problem. Regent Street would be magnificent, perhaps; but it would not be a thoroughfare leading towards a Town that will properly express the needs and tastes of the century. There is one shop to the east of Oxford Circus that takes its place in the street with dignity and weight. Albeit heartless and unamiable, it is of the period: it "dates"! And in Soho Square there is another of the rare buildings that are on the high-road of development. Munich made the discovery of the new civic architecture years ago, and Charlottenburg has a theatre that is one of the models of its class. But in Germany "new art" decoration, prevalent at the time, threw discredit on a phase of architecture that was in itself not unimportant. A few lapses of taste make a whole city wholly absurd; and it is owing to the backwardness of London that she has been able to avoid cutting a figure of fun. Nevertheless, the time has come when, if she rejects the past and Mr. Norman Shaw, she must be bold in a new style. It will be only a phase, a period; but the sooner it arrives, and perhaps the sooner it departs, the better.

E. M.



AQUATIC PAGEANTRY IN VENICE AT THE INAUGURATION OF THE NEW CAMPANILE: STATE BARGES ARRIVING AT THE PIAZZA OF ST. MARK'S.

The restored Campanile at Venice—a replica of that which collapsed on July 14, 1902—was inaugurated with great ceremony on April 25. A procession of notable personages, including the Duke of Genoa, went in gondolas from the Royal Palace to the Piazza San Marco, where, in the photograph, some of the ornamental state barges are seen arriving. In the background is the Church of Santa Maria della Salute, with the Marine Custom House on the extreme left.

rain-water is carried away inwardly, not outwardly; and the necessity of stowing into one building hundreds of rooms, all of a size, and intended to serve the like needs of like, but separate, businesses, has not been shirked and disguised, as it would be shirked and disguised in London. The American architect uses repetition to some purpose; the façade he puts upon his pile of offices does not look like the façade proper for a palace made up of banqueting

architecture that was in itself not unimportant. A few lapses of taste make a whole city wholly absurd; and it is owing to the backwardness of London that she has been able to avoid cutting a figure of fun. Nevertheless, the time has come when, if she rejects the past and Mr. Norman Shaw, she must be bold in a new style. It will be only a phase, a period; but the sooner it arrives, and perhaps the sooner it departs, the better.

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The Hon. Mrs. Alfred Lyttelton



Photo by Lafayette.

The Hon. Mrs. Alfred Lyttelton writes: "I always keep a bottle of Formamint Tablets in the house, as I think them quite excellent

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All Chemists sell Wulffing's Formamint, price 1s. 11d. per bottle—but insist on having genuine Wulffing's Formamint. If you have not tried it, write to-day for a Free Sample to A. Wulffing & Co., 12, Chenies Street, London, W.C., who are also manufacturers of Sanatogen. Please mention this paper and enclose a penny stamp for postage.

"As Health is such a blessing, and the very source of all pleasure, it may be worth the pains to discover the region where it grows, the springs that feed it, the customs and methods by which it is best cultivated and preserved."—SIR W. TEMPLE.

WHAT IS HEALTH?

"**HEALTH** is that which makes your meat and drink both savoury and pleasant. **HEALTH** is that which makes your bed easy and your sleep refreshing; that revives your strength with the rising sun and makes you cheerful at the light of another day. **HEALTH** is that which fills up the hollow and uneven parts of your body, making it plump and comely; 'tis that which dresses you in Nature's richest attire and adorns your face with her choicest colours. **HEALTH** is that which makes fertile and increaseth the natural endowments of your mind and preserves them long from decay; makes your wit acute and your memory retentive. **HEALTH** is that which supports the fertility of a corruptible body and preserves the verdure, vigour and beauty of youth, and 'tis that which makes the soul take delight in her mansion enchanting herself at the casements of your eyes."—MAYNWARINGE 1683.

"Nor Love thy Life nor Hate, but what thou livest live well."—MILTON.



MAY.

*"For thee, sweet month, the groves green liveries wear,
For thee, the Graces lead the dancing hours,
And Nature's ready pencil paints the flowers."*—DRYDEN.

INTERNAL as well as External Cleanliness.

"Recent researches have led to the establishment of the fact, to the satisfaction of the medical profession of the whole civilised world, that the chief cause of the infirmities of old age, as well as of a large proportion of the diseases of adult life, is the process known as auto-intoxication, or self-poisoning. This poisoning of our own bodies is due to putrefaction taking place in the large intestine, which in turn is the result of decomposition of food material set up by germs or microbes which infest the bowel and which flourish most where bowel cleanliness least obtains. The dual problem therefore, of maintaining health and postponing the evils of old age resolves itself into the question as to how intestinal putrefaction may be averted or prevented—or, in other words, how the bowel may be kept clean."—Extract from *"Diet and the Maximum Duration of Life."*

"Into man's hands is placed the rudder of his frail barque, that he may not allow the waves to work their will."—GOETHE.

The human body has unfortunately a power of auto-intoxication, i.e., of poisoning itself unless certain deleterious products are quickly removed from the alimentary system. There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality than

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THE GARDEN OF INDIA.

FOR exquisite beauty there is probably no land on earth which can remotely compare with Kashmir. From the cultivated alluvial plains of the Valley, radiant in spring with the blossom of almond, apricot, and peach

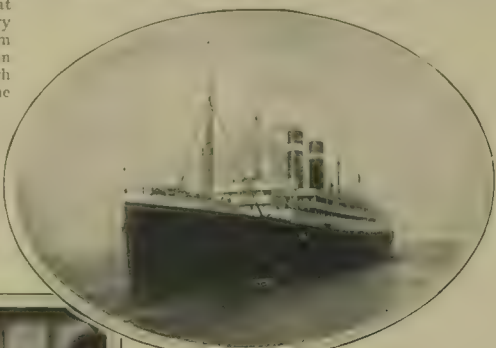


AN INVENTIVE CLERGYMAN: THE LATE REV. E. L. BERTHON IN HIS COLLAPSIBLE BOAT. The Rev. Edward Lyon Berthon (x) invented the "Berthon" collapsible boats illustrated in this and our previous issue, and somewhat similar to the boats used on the "Titanic." Mr. Berthon, who was born in London in 1813 and died in 1899, held successively the livings of Fareham and Romsey. In 1877 the Berthon Boat Company was established at Romsey. Among other things, they make pontoons for military purposes.

trees, and broken by exquisite gardens; through the famous "marg," or mountain pastures where uncounted wild flowers grow in gorgeous masses; through noble cedar forests; over Alpine meadows with a wealth of Palearctic flora which leaves that of Switzerland far behind; up to snowfield, glacier, and craggy mountain peak, from which the mighty Wular Lake shows like a huge sapphire set in a belt of jewels, the whole country is a dream of loveliness. It is of this land that Dr. Ernest Neve tells us in his book, "Beyond the Pir Panjal" (Fisher Unwin), a land in which he has spent a quarter of a century as a devoted worker in the Kashmir Medical Mission. For, with all its natural beauty, there is a dark side to Kashmir. Centuries of war and oppression have left the people ignorant, dirty, and degraded, with the inevitable result that disease is rife among them. Cholera often appears in the

crowded towns; famine—due to floods or bad harvests—is followed by typhus, and tuberculosis claims many victims, while skin and eye diseases, due to dirt, are common, and many are affected by leprosy. Accidents, too, are not infrequent, as is natural in a mountain country, and the Medical Mission has its hands full, as many as 400 cases in the day being sometimes treated at the hospital in Srinagar, while the doctors tour the country in turn, treating the patients in the distant villages. From time immemorial, healing the sick has been associated in the Oriental mind with the teaching of religion, and though Christianity is gaining ground but slowly among the Mussulmans, Hindus, and Buddhists, the Medical Missions are by far the most successful of any. Dr. Neve writes but briefly of the religious side of his work, but the broad spirit of tolerance and kindness which he shows stamps him as the right sort of missionary for Eastern peoples, while the system in the mission schools, which places manliness and learning on an equal footing, is just what is required among an effeminate race like the Kashmiris. Dr. Neve

is a real lover of Nature, and much of his book consists of fascinating and often exciting accounts of his travels and mountain-climbing expeditions. He gives a vivid description of a trip into Western Tibet, with its wonderful Buddhist monasteries and curious people. The history of Kashmir, the habits and customs of its people, its



Photo, Underwood and Underwood.
THE SHIP THAT BROUGHT HOME THE SURVIVORS OF THE "TITANIC'S" CREW: THE RED STAR LINER "LAPLAND."

The "Lapland" arrived at Plymouth on April 28 with 167 of the crew of the "Titanic," including twenty women, who were stewardesses or restaurant attendants—all, in fact, of the crew that were saved from the wreck except those detained in New York to give evidence.

geology and its flora, are all well described, and the numerous and beautiful photographs, mostly of Dr. Neve's own taking, add much to the attraction of his book.

For some weeks the German Empress, with a large suite, has been staying at Professor Groedel's sanatorium at Bad Nauheim, where she is taking the cure. Countess von Keller, Lady-in-Waiting, and Baron von Mirbach are generally in attendance on her. Her presence, of course, attracts a large number of distinguished visitors to Bad Nauheim. Princess Henry of Prussia, the Grand Duke and Grand Duchess of Hesse, and the Imperial Chancellor, Baron von Bethmann-Hollweg, have already paid their respects to the Empress; and her youngest son, Prince Joachim of Prussia, has arranged to make a prolonged stay. The first cure list showed that more than one thousand visitors had already arrived at Bad Nauheim, and everything points to a very noteworthy season.



Photo, Clarke and Hyde.
THE MAN WHO SAVED OVER 700 LIVES THROUGH SITTING UP A LITTLE LATER THAN USUAL: MR. COTTAM, THE WIRELESS OPERATOR OF THE "CARPATHIA," AS A STUDENT. It will be remembered that the "Titanic's" wireless call for help was received by the "Carpathia" some time after the hour at which the latter's operator, Mr. Cottam, usually retired. Had he gone to bed that night at his usual time, it is said, the call would not have been heard, and probably few, if any, of the "Titanic's" people would have been saved. After the wreck, Mr. Cottam worked for days without sleep under extraordinary tension. Our photograph shows him as a student at the British School of Telegraphy in Clapham Road, where Mr. Harold Bride also studied.

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FORCIBLE FEEDING THROUGH THE NOSE OF WOMEN SUFFRAGIST PRISONERS,

Pronounced as dangerous by many Leading Members of the Medical Profession.



MISS SYLVIA PANKHURST, in a letter to the "Standard," dated April 25, states: "Lady Constance Lytton, when imprisoned as Jane Warton in Walton Goal, Liverpool, was forcibly fed without her heart having been tested. The doctor sat upon her knees during the forcible feeding, and on one occasion struck her in the face."

MRS. ROY ROTHWELL, who suffered imprisonment, stated with respect to the treatment of Suffragist prisoners: "None but vindictive and self-seeking officials can fail to admit that the Suffragists are political offenders, and ought to be treated as such in prison . . . It is not only injuring their bodies, but violating their honour and personal privacy; it is to treat them like animals. To be dragged by force, frog-marched to the feeding-chair, bound in a sheet and held down by wardresses, while a tube is thrust up the nostrils by one doctor and food poured down by another, is to be outraged in every part of one's nature, and is calculated to drive one insane, as it did in the case of Mr. Ball."

DR. FRANCES EDE, of 13, Upper Berkeley Street, Portman Square, who was released from Aylesbury Prison on Thursday, April 11, 1912, in a letter to the "Standard," made the following statement: "Forcible feeding was instituted in most cases by the painful process of a tube through the nostrils. It so happened that I was one of the last to be forcibly fed by means of the nasal tube last Tuesday, and by far the more terrible experience than my personal suffering was to hear the agonising cries from other cells as the prisoners in turn were subjected to the painful treatment."

DR. ETHEL SMYTH, Mus. Doc., in a letter to the "Times," April 19, referring to the prison atrocities, says: "If, as Lord Rosebery tells us, the fundamental trait of the British character is a sense of fair play, one can count, once certain facts are known, on an outburst of surprise, indignation, and shame."

WILLS AND BEQUESTS.

THE will (dated March 5, 1912) of Mr. WILLIAM KESWICK, of Eastwick Park, Bookham, Surrey, late M.P. for the Epsom Division, a partner in Matheson and Co., 3, Lombard Street, who died on March 9, is proved by Henry Keswick, M.P., son, and James Johnstone Keswick, brother, the value of the estate amounting to £500,000 so far as can at present be ascertained. The testator gives the Eastwick Park Estate to his wife for life and then for his son; and a sum for the part payment of the death duties and charges on appointed funds, to his daughters, Margaret Johnstone and Mary Muriel. A sum of £100,000 is to be held in trust for Mrs. Keswick for life, and then £78,000 in trust for his daughters Alice Ivy Henrietta and Helen Kathleen, and £22,000 in trust for his daughters, Amy Sophie Eastwood, Margaret Johnstone, and Mary Muriel. The residue of the property goes to his son.

The will of Mr. CHARLES WHITEWAY HAZLEHURST, of Broxwood Court, Pembridge, Hereford, who died on Jan. 26, at Belgrave Mansions, Grosvenor Gardens, is proved, and the value of the estate sworn at £108,172. The testator gives Hulton Grange and lands to his son Charles Arthur Cheshire; £1000 to his wife; £100 each to the executors; and during the life of his wife £800 per annum to his said son, and £300 a year each to his other children. The residue of the property he leaves to his wife for life, and then for his children, his eldest son taking a double share.

The will of Mr. FRANK WALTERS BOND, D.L., J.P., of Wargrave Court, Wargrave, Berks, who died on March 1, is proved by his son Henry Coulson Bond, the value of the property being £43,694. Under the provisions of his marriage settlement he appoints £1000 to his daughter Ethel Walters Clark and the remainder of the funds to his

sons, and other settlement funds, as to £5000 to his son Frank Jenkins, £2000 to his son Charles Pendennis, £1700 to his son Otto Cowan, and the residue to his son Henry Coulson. Subject to a legacy of £500 to his son Frank Jenkins, the testator leaves all his estate and effects to his son Henry Coulson.

The will of Mr. ERNEST KNOWLES, of Heaton Grange, Chorley New Road, Bolton, cotton-spinner, who died on

income from £35,000, or an annuity of £500 should she again marry, to his wife; £100 to William Edward Walker; and the residue to his children, the share of a son to be half as much again as the share of a daughter.

The will (dated Aug. 22, 1911) of Mr. HENRY YOUNG, of Kenley House, Kenley, Surrey, and 44, Piccadilly, who died in March last, is proved by the Public Trustee, the value of the estate being £134,652. The testator gives £1000 to his friend and late partner, Robert John Burt; £5000 each to his nephews and nieces; £100 each to William Henderson, Frederick Charles Brickwood, William Westbrook, and Thomas Parkin, if still in his employ; £50 to Marcus Henry Waller; and the residue to his sisters, Eleanor Young, Emily Jane Young, Ada Hannah Young, and Louisa Mary Sophia Walker.

The will (dated May 29, 1911) of Miss HELEN SWINDLELLS, of Elmstead, Oxford Road, Birkdale, who died on Jan. 18, is proved by James Henry Lynde, Henry Charles Raby, and John J. Cockshott, the value of the property being £58,075. The testatrix gives £5000 in trust for granting pensions of £30 to gentlewomen who have occupied a good social position, but are now in distressed circumstances; £5000 to the Benevolent Fund of the Institute of Civil Engineers; £5000 to the University of Manchester, in aid of the Cancer Research and Pathological Department; £4000 to the Royal Infirmary, Manchester; £3000 each to St. Mary's Hospital and the Hospital for Consumption, Manchester; £2000 each to the Devonshire Hospital and Buxton Bath Charity, the Northern Counties Hospital for Incurables, the Children's Hospital, Pendlebury, the Boys and Girls' Refuges, Strangeways, the Charter Street Ragged School, the Street Children's Mission in



Photo. L.N.A.

KEEPING SHAKESPEARE'S BIRTHDAY AT STRATFORD-ON-AVON. THE PROCESSION LEAVING HIS BIRTHPLACE ON ITS WAY TO THE CHURCH.

On April 23, the anniversary of Shakespeare's birth at Stratford-on-Avon in 1564, the customary ceremonies took place in his native town, to inaugurate the annual Shakespeare Festival. The first ceremony was the unfurling of the flags sent by over fifty nations in Shakespeare's honour. Then the usual floral procession walked from the Birthplace to the tomb in Holy Trinity Church. A luncheon subsequently took place in the Town Hall.

Feb. 10, has been proved, the value of the property amounting to £106,992. The testator gives £300, his leasehold house and furniture, and during widowhood the

Wood Street, and the Crippled Children's Help Society; £1000 to the Southport and Birkdale Nursing Society; and the ultimate residue to the above institutions equally.

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Aertex Cellular
(slightly magnified.)

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underwear
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Illustrated Price List of full range of Aertex Cellular goods for Men, Women, and Children, with list of 1,500 Depôts where these goods may be obtained, sent Post Free on application to THE CELLULAR CLOTHING CO., Ltd., Fore Street, London, E.C.

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Day Shirt, from 3/6.

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BELFAST.—Anderson & McAuley, Ltd., Donegal Pl.
BELWICK-ON-T.—Paxton & Purves, Ltd.
BIRMINGHAM.—T. Gibson, 20, South Rd., E.
BIRMINGHAM.—Hyam & Co., Ltd., 23, New St.
BLACKBURN.—Mellor Iron, 28, King William St.
BRADFORD.—Brown, Muff & Co., Ltd., Market St.
BRIGHTON.—G. Osborn & Co., 50, East St.
BURNLEY.—G. Standen, Triangle, C'ton.
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COVENTRY.—Hayward & Son, 17, Broadgate.
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DUNDEE.—J. M. Scott, 51, Reform St.
EDINBURGH.—Stark Bros., 9, South Bridge.
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IPSWICH.—A. J. Ridley, 32, Tavern St.

KEIGHLEY.—F. Pearson, 25, Low St.
LANCASTER.—R. Stanton, 17, Cheapside.
LEAMINGTON.—Thomas Logan, Ltd., The Parade.
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LINCOLN.—Mawer & Collingham, Ltd., High St.
LIVERPOOL.—Watson Prichard, 16, N'th John St.
MANCHESTER.—Craston & Son, 33, Oldham St.
MARLOW.—Walter Davis, 59, High St.
NEWCASTLE-ON-TYNE.—Isaac Walton & Co., Ltd.
NOTTINGHAM.—Dixon & Parker, Ltd., Lister Gate.
OXFORD.—W. E. Fayers, 12, Queen St.
PETERBOROUGH.—G. W. Hart, 30, Long Causeway.
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PRESTON.—R. Lawson & Sons, 131, Fishergate.

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SHEFFIELD.—J. Harrison & Son, 24, High St.
SOUTHAMPTON.—W. H. Baskick, 52, Above Bar.
ST. HELENS.—S. Smith, 57, Church St.
STOCKPORT.—W. C. Fleming, 10, Underbank.
STROUD.—W. H. Gilman, 1, K. & N. St.
TORQUAY.—L. Cozens, 15, Fleet St.
WARRINGTON.—J. & W. Dutton, 20, Sankey St.
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LADIES' PAGE.

BAZAARS, as they were known some time ago—heterogeneous collections of useless, flimsy articles, sold at preposterous prices, to an accompaniment of incessant and insistent appeals to take shares in raffles or tickets for amateur entertainments—are out of fashion, or shall we say out of season? for these functions are in vogue and more timely during the winter. The sale of work, where prices bear a near relation to value and the goods on sale are really useful, has superseded the older institution. But the really fashionable way of raising funds for charity or public purposes just at present is the Costume Ball. To attract the elderly gentlemen and the mammas who no longer have single daughters to chaperon, there is always a certain amount of set spectacle provided, and the forthcoming ball to be held on June 6 at the Albert Hall, for the funds of the "Soldiers' and Sailors' Help Society," promises to surpass any previous effort in this direction. "Society" has taken up the enterprise very warmly. The arranged quadrilles will present a really brilliant and beautiful spectacle, and there are so many parties being made up for these that a large number of correct and handsome dresses is assured. The period chosen is a picturesque one in dress, both civilian and military; it is "One Hundred Years Ago." A generous interpretation of the century allows of a "Waterloo Quadrille," arranged by Lady Paget; in this will dance ladies and gentlemen dressed exactly after authentic portraits of Napoleon, the Empress Marie Louise, the Duke of Wellington, several of his generals and allies, and other celebrities connected with that great struggle. Lady Northcliffe is arranging the "Literature" Quadrille, in which the great writers of a century ago will figure; Lady Crossley is managing a "Government" set; Lady Maud Warrender will "captain" a "Musical" quadrille; and both the 1st Life Guards and the Coldstreams will supply dancers from to-day's regiments, dressed in the uniform of their predecessors of the year 1812. Major Tudor Craig, 122, Brompton Road, S.W., will send my readers fuller particulars about tickets.

There is a good deal of what seems to me rather silly talk just now about "the mid-Victorian woman." To look up first to the mountain peaks—I must say that I fail to observe amongst the patronising chatters of the moment any women who appear likely to stand historically on a level with such "Victorians" as George Eliot, Florence Nightingale, Harriet Martineau, Angela Burdett-Coutts, Elizabeth Browning. To turn to more ordinary lives, how many of us recall our grandmothers and our mothers as feeble, helpless, incapable and stupid, as these critics profess to suppose they were—and how many of us know them rather for women of firm (if gentle) character, quick-witted, clear-thoughted, active and useful? The vote goes for our immediate ancestresses, I think! Even the "Woman's Movement" of to-day is merely the outcome of the original thought and courageous speech of



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those very women. It is true that a larger proportion of Victorian women than amongst us spent their energy and ability entirely in the home: to train and bring up their sons and daughters was *their* business and achievement, not producing mediocre books and plays and pictures. But whatever other walks of life women may enter, the most natural and essentially most important is that of preparing for life's tasks the next generation, and nothing can be more mistaken than for women themselves to belittle that task, or pretend to suppose that success in that direction is not as important and as true a token of a woman's deserving applause and credit, as any other possible production. The crinoline was, of course, an absurd and inefficient garb, but it was less foolish than the over-tight skirt of yesterday; and the pork-pie hats and poke bonnets of the 'sixties covered thoughts as bright and feelings as keen as cart-wheel hats and helmets half-a-yard high do to-day. What a pity it is that women are so given to depreciating their sex, in its past and present alike! Mrs. Browning spoke truthfully enough of her day—that very same mid-Victorian day that is now snuffed at so foolishly—as—

"... this live, throbbing age,
That spends more passion, more heroic heat,
Within the four walls of its drawing-rooms,
Than Roland with his knights at Roncesvalles."

Law, one is led to suppose, is an unvarying fixed code. Lawyers support this idea by giving to their own dicta the character of infallibility. You will see, in the law reports, counsel urging some eminently sensible proposition, and the Judge on the bench sweeping it aside with: "It was held differently by Smith, Chief Justice." Nevertheless, as time passes, even this carefully buttressed fabric of old opinions elevated into legislation for later generations displays here and there a breach. The latest instance (like many other recent ones) concerns the position of women: general feeling and opinion alter and have their effect even on lawyers. This particular point that is now doubted is whether a wife can be compelled to give evidence against her husband. Nearly all legal books have stated up to now that she cannot be compelled to do so, and this view has now been re-asserted by the High Court (House of Lords), but only after a Court below had declared the contrary and had actually compelled a wife to give evidence that convicted her husband of crime, when without her evidence he would have escaped. In reviewing the judgment and holding that a wife cannot be so compelled, the Judges expressed some doubt, and suggested that an Act of Parliament should be passed to make the matter clear. If this is done, surely it should apply equally to husbands, who should—or should not—also be protected against the painful dilemma of speaking the truth to convict a criminal or refusing the oath to save the life's partner. As to which way the law ought to be, there is something to say on both sides. Criminals, of course, ought to be brought to justice, but it is very cruel to call on wife or husband to convict the other.

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PARLIAMENT.

THE Opposition in the House of Commons has been greatly encouraged by the drop in the Government majorities. On the introduction of the Home Rule Bill, instead of their normal 114, they had a majority of only 94, and this fell to 78 on the First Reading of the Welsh Disestablishment Bill. The small majority on the Disestablishment Bill was the more remarkable in view of the earnest and impassioned speech delivered by Mr. Lloyd George, who exerted all his oratorical powers on its behalf. There was a still greater decline in the Ministerial strength on Monday, when an attack on the land taxes was followed by a controversy with reference to the Budget resolution for holding up the realised surplus instead of applying it to the Sinking Fund. Mr. Austen Chamberlain demanded a pledge that the money should not be diverted from the proper purpose except to meet extraordinary expenditure on the Navy or an extraordinary deficit in the revenue. This pledge having been refused by the Chancellor of the Exchequer, he obtained only a majority of 47 for his resolution. Numerous questions on various issues raised by the *Titanic* disaster have been asked from day to day, and every effort has been made to increase the vigilance of the Board of Trade in shipping matters, and to secure the adoption of every desirable precaution and provision for the saving of life. In this respect the House of Commons has responded to the feeling in the country, and Mr. Buxton, who has recently borne very heavy official anxieties, has shown deference to its wishes. At the same time, the Foreign Office has deprecated any criticism on the inquiry conducted by a Committee of the American Senate, the Under-Secretary stating that the Committee had acted within its rights, and adding, amid cheers, that it was not unreasonable that American authorities should hold an investigation with a view to considering for themselves what conditions were desirable to ensure safety for

traffic across the Atlantic. The debate on the second reading of the Home Rule Bill, the rejection of which was moved by Mr. Walter Long, began on Tuesday, and will be continued next week.

In reference to the portrait described as "Miss Olive MacLeod" given on another page, we may point out that she is now Mrs. Charles L. Temple, her marriage having

daughter of Sir Reginald and Lady Agnes MacLeod, of Vinters, Maidstone.

At the British Motor-Cycle Racing Club's meeting, held at Brooklands on April 20, in the three-lap scratch race for 3½-h.p. engines, Mr. D. C. Bolton, on a Rudge, was first, and Mr. Stanhope Spencer, on a Rudge, third. In the kilometre and one-mile time trials, Mr. D. C. Bolton on a Rudge, covered the kilometre in 32½ seconds, and the mile in 52½ seconds. At the Bristol Motor-Cycle Club meeting, Mrs. Simpson won the Ladies' Class on a Rudge machine, and Mr. Vernon Taylor, on a Rudge motor-bicycle, was second on time in the class for Senior Touring Machines.

In June the Duchess of Albany will open a bazaar at Prince's Skating Club on behalf of the Church of England Temperance Society. Lady Tree and Miss B. Wilson, among others, have promised their services as entertainers; and Canon Horsley will describe his experiences as a jail chaplain, under the title "Prisoners I Have Met," with illustrations of burglars' implements.

In the April list of "His Master's Voice" Records, issued by the Gramophone Company, are included the Intermezzo from Mascagni's "Cavalleria Rusticana," and Mendelssohn's "Spring Song" and "Bees' Wedding," played by the New Symphony Orchestra. Among the ballads are "The Holy City," sung by Mr. John Harrison; "In Sympathy," by Mr. Walter Hyde; and that old favourite, "The River of Years," sung by Mme. Edna Thornton, the well-known contralto. The operatic items comprise the Bridal Chorus from "Lohengrin," given by the Grand Opera Company; two solos by Caruso—Mascaroni's "For All Eternity," and "Di' tu se fedele," from Verdi's "Masked Ball"; a duet by Signori Ceruso and Journet—Faure's "Crucifix"; and solos by Mme. Selma-Kurz and Mme. Kirkby Lunn. The humorous list contains contributions by Albert Chevalier ("Wot's the good of hanky-ink?"), Miss Margaret Cooper, Harry Fragson, and Eugene Stratton.



Photo. Langley.

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taken place quietly a few days ago at Boxley, near Maidstone. The section of our paper in which the portrait appears went to press before news of the wedding reached us. Mrs. Temple, it will be recalled, was formerly engaged to the late Lieutenant Boyd Alexander, the explorer, and travelled 4000 miles in Africa to visit his grave. Her book, "Chiefs and Cities of Central Africa," was recently announced. Mr. Charles Lindsay Temple, her husband, is Chief Secretary of Northern Nigeria. Mrs. Temple is a

from "Lohengrin," given by the Grand Opera Company; two solos by Caruso—Mascaroni's "For All Eternity," and "Di' tu se fedele," from Verdi's "Masked Ball"; a duet by Signori Ceruso and Journet—Faure's "Crucifix"; and solos by Mme. Selma-Kurz and Mme. Kirkby Lunn. The humorous list contains contributions by Albert Chevalier ("Wot's the good of hanky-ink?"), Miss Margaret Cooper, Harry Fragson, and Eugene Stratton.

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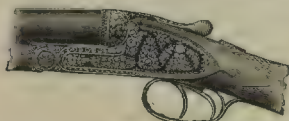
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THE CHRONICLE OF THE CAR.

The Legality of Notifying "Traps." Another case involving the legality of notifying the motorist of the existence of a police-trap has recently cropped up. This time the locale was Kingston, that place of unenviable notoriety in the motoring black-book. In the case under notice it was alleged by the police officers that they were working a "control"—why do they call these institutions "controls," and what is it they are sup-

posed of quite thirty miles an hour. In consequence of the signal, the car slowed down—and the county rate suffered in consequence! The driver of another car was warned, but he disregarded the signal, with the result that he was timed to do twenty-seven miles an hour, and was subsequently convicted of exceeding the legal limit and soundly fined.

For his iniquity the patrol was summoned for obstructing the police in the execution of their duty. The A.A. counsel, who defended, submitted that before the Bench could convict they would have to be satisfied with the evidence of the police that the cars when warned were being driven at a speed of over twenty miles an hour, and also that the police were being interfered with in the execution of their duty. Apparently, the Bench were not satisfied with the police evidence, for they dismissed the summons.

This question of the legality of notifying the existence of a "trap" to the motorist who may or may not be exceeding the speed limit is a very vexed one. On the one hand, it may be argued that the one who warns him is doing a public-spirited act, inasmuch as he prevents the potential wrongdoer from breaking the law. I am inclined, however, to look on this as a somewhat specious argument, anyway. At this stage of the game it is futile to pretend that that is all there is in it. We all break the law, which is really an absurd one, but its absurdity does not justify us in so doing. We deliberately break it and take the risk of being caught in such districts as are administered by police officials of archaic mind. And, that being so, I am afraid that the proper admission to make is that, in warning us of the existence of police "controls," the A.A. patrols are in much the same position as that of the man who says to another: "Don't burgle Smith's shop; there is a policeman outside; but if you slip round the corner to Brown's you will find the coast clear."

The Finance of In dealing with the Road Guides. financial

side of the R.A.C. Road Guide scheme a week or two ago I hazarded the opinion that the General Committee would not receive much of a response to the begging letter sent round to the associated clubs, asking for contributions for the Guides. And, although the official journal seems to be quite delighted with the result achieved so far, I think I can claim to have been right.

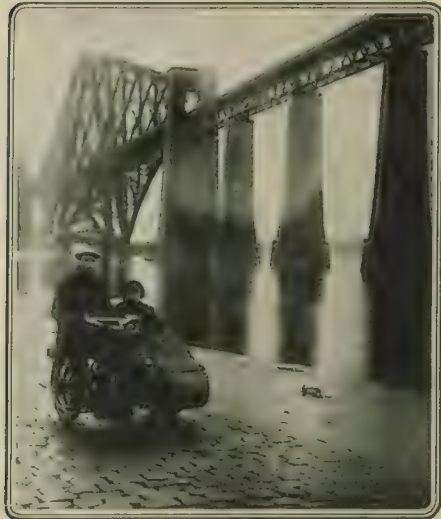
In plain terms of fact, the General Committee has to raise nearly £5000 during the current year if its precious scheme is to come to successful fruition—that is, outside the £2000 which it says it can immediately appropriate for the purposes of the Guides. So far, I make it that the total amount actually contributed by the clubs in hard cash does not amount to more than £320! True, several of the provincial bodies which have not yet parted with their money have promised to "do something," but until they have translated their promises into cash at the General Committee's bankers, we are in the position of the

(Continued overleaf.)



MAKER OF A SUCCESSFUL FLIGHT ACROSS THE IRISH SEA: MR. VIVIAN HEWITT.

Mr. Vivian Hewitt, of Rhyll, flew from Holyhead to Dublin on April 26, in 1½ hours, landing in Phoenix Park. The first man to reach Ireland by air was Mr. Corbett Wilson, who flew across St. George's Channel.—[Photo. King's Agency.]



TWO FAMOUS ENGINEERING ACHIEVEMENTS: THE FORTH BRIDGE AND THE 31-H.P. SIDE-CAR HUMBER.

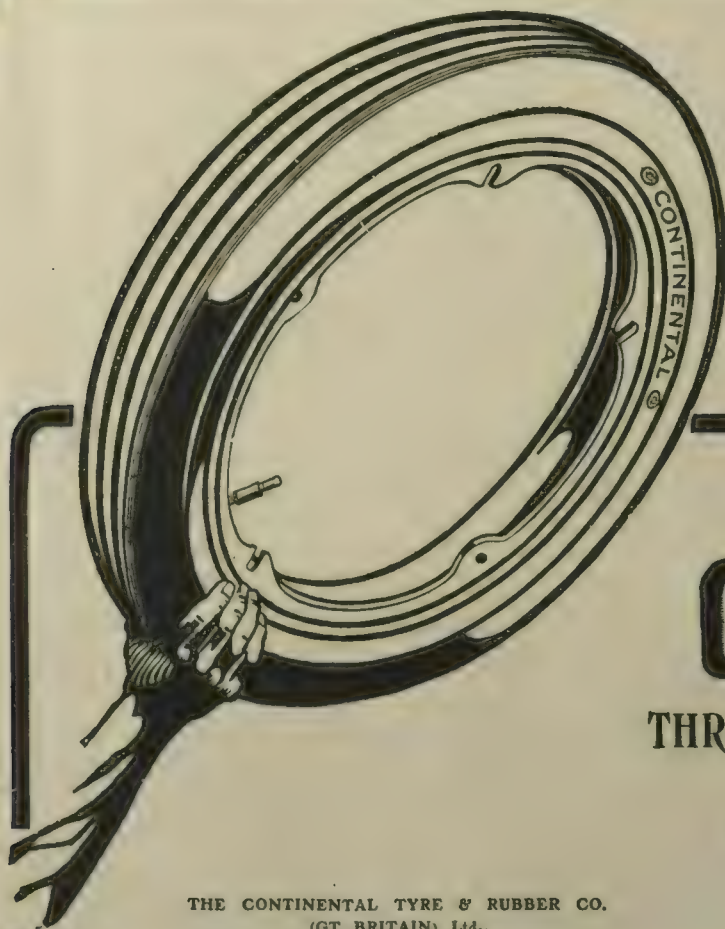
The Forth Bridge, one of the most wonderful pieces of engineering in the world, was opened to traffic in 1890. Though more recently evolved, the 31-h.p. Humber Motor-Cycle is gaining, by its performances in reliability and speed trials, a reputation which bids fair to become as wide as that of the bridge. It has made its mark in the history of petrol-motor engineering, as the Forth Bridge has in that of bridge-building.

posed to control?—from the metropolitan boundary stone to the A.A. sentry-box outside Sandown Park gates; and that whilst timing cars the defendant, an A.A. patrol, rode through the control with another scout and motioned to a car that was in the act of being timed by the police, as a result of which the car slowed down. The defendant afterwards took up a position outside the commencement of the control and warned another car which was proceeding—according to the evidence of the police—at a



Photo. Iles. Bureau.

THE FIRST AIRMAN TO FLY FROM GREAT BRITAIN TO IRELAND: MR. CORBETT WILSON. Mr. Corbett Wilson, on a Blériot monoplane, made the first successful flight from Great Britain to Ireland on April 22, crossing St. George's Channel from Fishguard, in Pembrokeshire, to a point three miles from Enniscorthy, in County Wexford. The flight lasted from about 6 a.m. to 7.30 a.m. On landing, his machine dashed into a bank and was damaged. Several previous attempts to fly to Ireland had been made, one last year by Mr. Robert Loraine, who fell into the sea close to the Irish coast, and quite recently by Mr. Leslie Allen, who left Holyhead for Dublin and was not seen again.

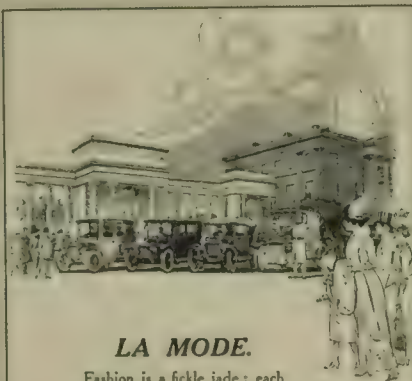


Most tyre troubles and expense arise from the fact that the weight is too great for the Tyre.

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CONTINENTAL DETACHABLE RIMS.

THE CONTINENTAL TYRE & RUBBER CO.
(GT. BRITAIN), Ltd.,
THURLOE PLACE, S.W.

Their great strength renders them most suitable for all Types of Cars.



LA MODE.

Fashion is a fickle jade; each day brings forth changes yet, "though the old order changeth and giveth place to the new" with Daimlers, as with everything else, the "Car of Kings" still more than holds its own. The Daimler is the modish car, and the huge list of "Daimler" owners has been called the "Debrett" of the motor trade.

Drawn from a photograph taken at Hyde Park Corner.

Daimler

Blissful Ignorance.

It was a surprise to find that our pet motorist expert could offer no practical advice on tyre troubles. But the matter was satisfactorily cleared up on learning that his exclusive experience was with



GOODRICH TYRES

Goodrich rubber is the very muscle of rubber; the Goodrich casing a frame of incomparable strength and exact proportion, the whole a perfectly balanced example of tyre science.

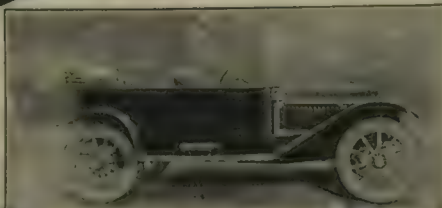
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EVERITT

A REMARKABLE CAR

"DEAD SILENT AT ALL SPEEDS," 3 TO 67 MILES AN HOUR ON TOP GEAR.

For mechanical simplicity and efficiency, and the ability to give continued service under all conditions, there are few cars at any price which compare with the Everitt. In appearance and performance it ranks with the best. Will you call and see it, or write for our literature?



25 h.p. For

incl. 12 h.p. 14 h.p. 16 h.p. 18 h.p. 20 h.p. 22 h.p. 24 h.p. 26 h.p. 28 h.p. 30 h.p. 32 h.p. 34 h.p. 36 h.p. 38 h.p. 40 h.p. 42 h.p. 44 h.p. 46 h.p. 48 h.p. 50 h.p. 52 h.p. 54 h.p. 56 h.p. 58 h.p. 60 h.p. 62 h.p. 64 h.p. 66 h.p. 68 h.p. 70 h.p. 72 h.p. 74 h.p. 76 h.p. 78 h.p. 80 h.p. 82 h.p. 84 h.p. 86 h.p. 88 h.p. 90 h.p. 92 h.p. 94 h.p. 96 h.p. 98 h.p. 100 h.p.

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STEELRUBBER TYRES

possess so many features of interest that a personal investigation is well worth the making. We can show you how splendidly these Tyres are built. We can demonstrate the extreme toughness of the Steelrubber Tread. We can give you convincing reasons why Wood-Milnes are the most satisfactory and economical tyres you can fit to your car.

Wood-Milne Popularity

Here is testimony—selected from the large numbers of enthusiastic letters received—

"Your Wood-Milne Steelrubber Tyres which are fitted to the rear wheels of my car have more than satisfied me, as I have now covered over 12,000 miles on them. I have never had a puncture."—H. LAMORE.

"We have one customer to whom we have supplied your Steelrubber tyres who has run one on a front wheel for over 8000 miles without a puncture, and the wear on the tread is inappreciable."—B——& Co., LONDON.

"I am pleased to tell you that the tyre you supplied is giving every satisfaction. I put it on the back wheel of my 15 h.p. Humber car, and on the other back wheel a new cover of another make. While the other cover is cut all to pieces, your cover is still in very good condition. I consider the 'WOOD-MILNE' the best tyre to be had to-day."—G. B.

One of many Press Tributes:—

"The Wood-Milne is something unique and good; strong where most are weak. Rides like rubber, has the resiliency of rubber, but wears like steel."—Daily Mail.

Wood - Milne Economy

"Wood-Milnes" save money because they last, and they last because they stand for the highest efficiency ever reached in Motor Tyre construction.

Built on stouter and stronger lines than any other car tyres, the WOOD-MILNE stands an extraordinary amount of wear-and-tear and shows an average mileage cost comparatively nominal.

The wonderful grip of Wood-Milne Steelrubber is further improved by the Wood-Milne 'GRIPRIB' pattern, as illustrated. This 'GRIPRIB' is far superior to the ordinary ribbed design as each section is supported in turn by the alternating cross-bars. Also Grooved and Steel-Studded.

The Wood-Milne Foot-Pump enables a tyre to be inflated up to the exact pressure required with half the time and labour necessary when using an old-fashioned hand-pump. Proper pressure saves the cost of the Pump in increased mileage and in better results.

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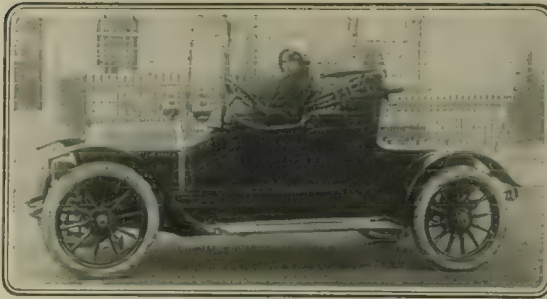
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"Built to last."

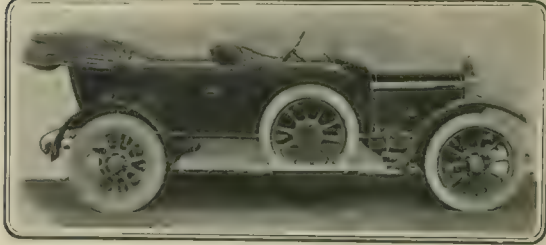
man in the song and don't know where we are. The cheery optimist whose business it is to send out the official "Summary of the Week"—which, by the way, the Club appears to have ceased sending me since I fell from grace by criticising the "Guides"—says that, "taking into consideration the large number of Clubs which have still to reply to the letter sent out by the General Committee, the result at present goes to show that the Clubs appreciate the new road policy and are determined to uphold it, not alone by moral, but by financial support." Simple faith is always touching, and especially is it in these days of cold, hard cynicism. Sometimes it is justified; sometimes—and more often—it is not, and this is one of the cases in which it will not justify itself. Knowing



"THE ROLLS-ROYCE OF SMALL CARS": A 12-14 H.P. VERMOREL, FROM FRANCE.

The smart little 12-14-h.p. Vermorel is one of the best light cars that comes to us from France. It has been called "the Rolls-Royce of small cars."

operations being instituted by the police, a course which they are loth to take? The A.A. is, therefore, arranging to station patrols to regulate the motor traffic on the roads in respect of which complaints have

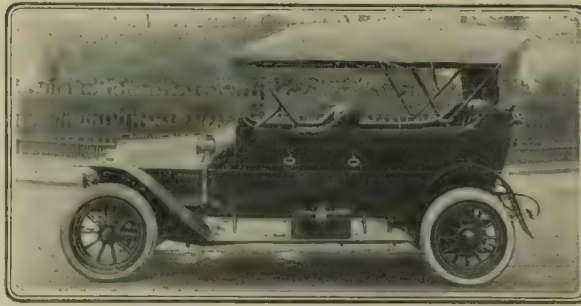


WITH A FIVE-SEATED BODY: A SINGER STANDARD TOURING CAR.

The car can be had with either a 15-h.p. or a 20-h.p. engine, the respective prices being £430 and £485.

the provincial clubs and their resources as I do, I should like to wager that the General Committee will not succeed in extracting a single thousand pounds from them, let alone a round five. And then what will become of the poor "Guides"?

A Sensible Course. Fortunately for the motorist, all counties are not like Surrey. In Berkshire, for example, the police seem to adopt very different methods of dealing with motor traffic, methods which, I think, are far more effective and do not raise any antagonism between the guardians of law and order and those from whom observance of the law is expected. For instance, the police in the Maidenhead district have informed the A.A. that many complaints have been received from residents of the excessive speed of cars. Will the A.A., they ask, endeavour to minimise the cause of complaint so far as possible as an alternative to timing



FITTED WITH KOPALAPSO HOOD, SCREEN AND WARLAND DUAL RIMS:

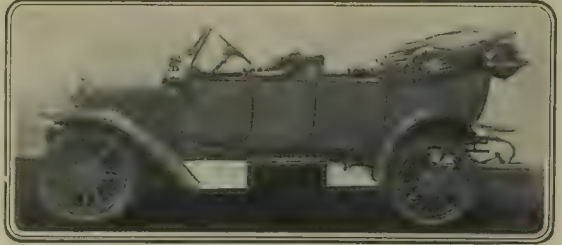
A 10-16 H.P. STANDARD STOWER CAR.

This car was recently supplied to Mr. B. P. Moore, of Holland Road. It is fitted with a Kopalaps Hood Screen and Warland Dual Rims by Sloewers, Ltd., of 18, Brompton Road.

been made, and asks me to say that it is earnestly hoped that motorists will appreciate the reasonable attitude adopted by the police authorities, and will

co-operate in avoiding any cause for complaint in the future.

Naturally, I have the greatest possible pleasure in passing on this request, and also in recording my own sense of the obligation under which the Berkshire police have placed us as motorists. Luckily, this attitude of sweet reasonableness towards the motor vehicle is spreading among the police authorities, who are rapidly assimilating the lesson that the measure of danger and annoyance is not altogether bound up in mere speed. The speed limit was imposed to preserve the safety and comfort of the public, not to act merely as an irksome restriction on the motorist, and where it can with safety be ignored the police, except in a few districts, wisely ignore it and base their action



AN EXCELLENT COMBINATION: AN ADLER CHASSIS (1912 MODEL), FITTED WITH A MORGAN TORPEDO BODY OF NEW DESIGN.

on what, after all, is the only thing that counts—the "common danger."

Cleverly Conveyed Instruction.

One of the cleverest instruction manuals I have seen for a long time is that issued by the Michelin Tyre Company, under the title of "Michelin Instruction Plates." It consists simply of reproductions of the firm's advertisements, and shows graphically what happens to the cover or tube which has been the victim of any particular sort of abuse. It is all very well in a general sort of way to caution the motorist that, if he does something or leaves undone something else, untoward happenings will accrue, but a graphic system of warning, which indicates in all its naked brutality what the untoward happening will inevitably be, drives home the lesson with fourfold force. I repeat, it is one of the cleverest and, without, most forceful methods of conveying instruction and advice I have seen for years.

W. WHITTALL.

DURATION OF SERVICE

must always be considered together with initial cost in reckoning up tyre expenditure. When this is done it is clearly demonstrated that

DUNLOP TYRES

DO REDUCE THE COST OF MOTOR TOURING

and reduce it materially, because of their enormous resistance to hard wear. Detachable wire wheels have become almost an essential to the motor tourist, and the Dunlop possesses many advantages over other wheels in points of security, simplicity, resilience, and ease of manipulation.

DUNLOP WIRE WHEELS INCREASE TYRE MILEAGE

very considerably, owing to their great resilience, the outcome of the quadruple-spoke system, and to the fact that they radiate away the heat generated in the tyre under fast travel.

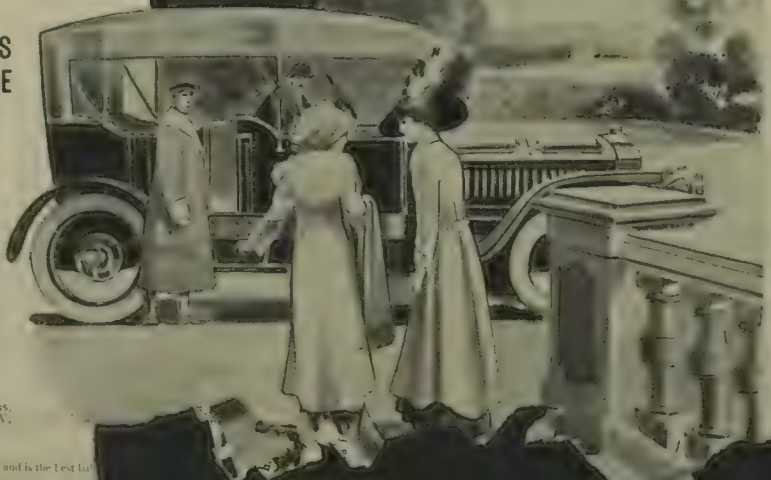
TUBES FITTED WITH SPECIAL SHORT VALVES

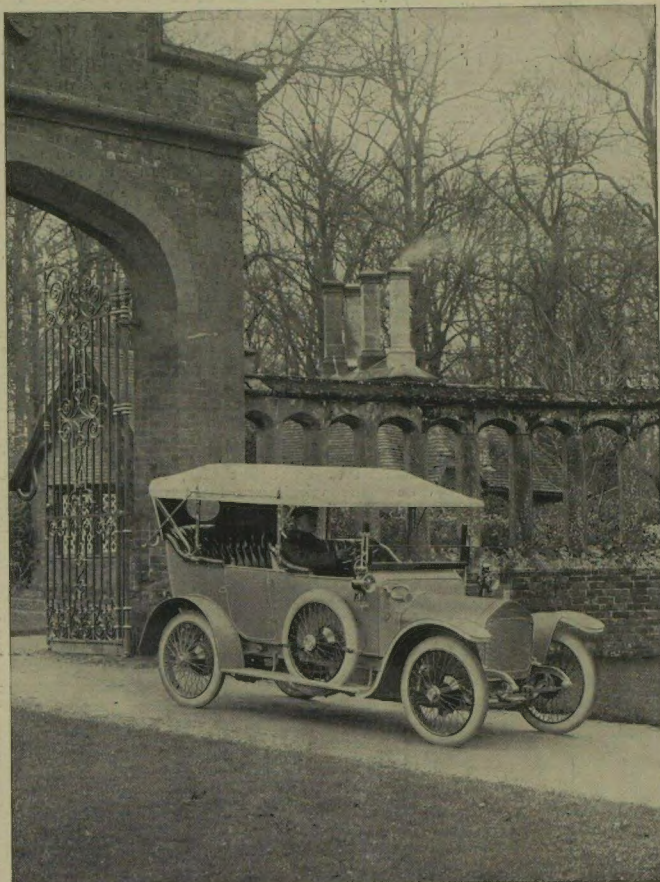
are made for use with Dunlop detachable wire wheels. The tubes with ordinary long Dunlop valves are not suitable. If purchasers will kindly note the above, needless trouble will be saved.

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The New Dunlop golf ball is the standard of excellence, and is the best obtainable at any price.





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"Twelve-Sixteen."

POWERFUL ON HILLS, fast and silent on the level, and delightfully easy to drive, the Wolseley "Twelve-Sixteen" is an ideal touring-car for the owner-driver. It is a high-grade car in miniature, possessing in marked degree that silence and smoothness, and those admirable wearing qualities which have earned the Wolseley models their world-wide reputation.

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- You have aches and pains in your back, limbs, and joints:—it dispels the uric acid, the cause of Rheumatism, Sciatica, and Lumbago.
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You can make a cup of coffee to perfection at the Table with less trouble or expense than anything hitherto known by using the



CAFFETA COFFEE MAKER

MAKES A USEFUL AND NOVEL PRESENT.

Place water and coffee together, light the lamp, and
WAIT for the WHISTLE TO BLOW—THAT'S ALL.

Plated or Copper	Size: 4 Cups	6 Cups	8 Cups
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in Sterling Silver. Prices on application.

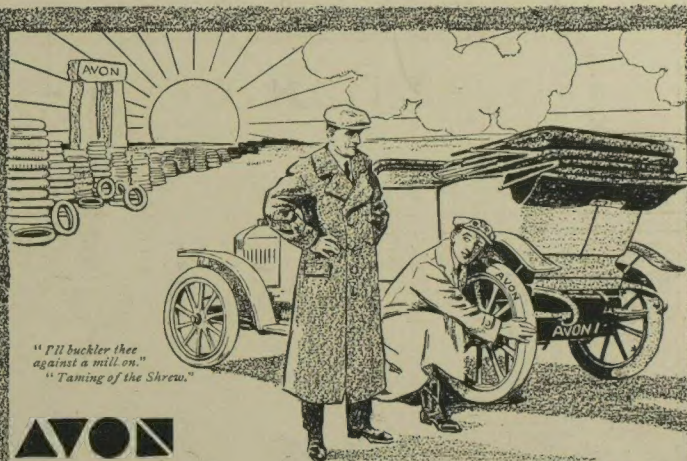
Army and Navy, Alex. Clark

Robinson, Mar. Hamley's, leading

John Barker,

Robinson, Mar.

Hamley's, leading



The ruling passion of the AVON INDIA RUBBER CO., Ltd., has always been the desire to make the word AVON synonymous with the highest tyre value procurable.

Their great factory at Melksham is unexcelled throughout the world for modernity and perfection of equipment, and every tyre produced is an embodiment of the finest skill and experience applied to the highest grades of material.

AVON TYRES

The British tyres that rule the road and give sound service longest.



CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

S G McDermott (Toronto).—Your problem may have all the merits you claim for it. We can only say the position submitted to us did not admit of a solution in three moves.

E G B Barlow (Bournemouth).—Your problems shall receive early attention.

H Maxwell Friedman (Ezeter).—Thanks for your interesting letter, and we accept your support in the matter with pleasure. We will do as you wish in regard to the problems.

CHESS IN LONDON.

Game played in the International match, Holland v. England, between Messrs. H. E. Atkins and A. Smijer.

(Queen's Pawn Game.)

WHITE (Mr. A.)	BLACK (Mr. S.)	WHITE (Mr. A.)	BLACK (Mr. S.)
1. P to Q 4th	P to Q 4th	21. P takes P	P takes B
2. P to K 3rd	Kt to K B 3rd	22. P takes P	Q to B 4th
3. Kt to K B 3rd	P to K 3rd	23. Kt takes B	Q takes K P
4. B to Q 3rd	P to B 4th	24. P takes P	
5. Castles	Kt to B 3rd	25. Black's spirited reply shows this to be a	
6. P to Q Kt 3rd	B to K 2nd	mistake. Kt to B 4th ought to give a fair	
7. B to Kt 2nd	Castles	chance of equalising matters with the two	
8. Kt to Q 5th	Kt to Q 2nd	passed Pawns on the Queen's wing.	
9. P to K B 4th		26. Q takes R	R takes B
Building up an attack on Black's Castled		27. Q to B sq	Q takes Kt
King, which, however, is parried with skill		28. R to K sq	
and foresight.		29. With two pawns for his Rook and a won	
10. K to R sq	B to B 3rd	game. It will be seen how greatly White is	
11. B to K 2nd	Kt to Kt 5th	hampered by the adverse Bishop at Q Kt 2nd,	
12. P to B 3rd	Q to B 2nd	which paralyses all his activities.	
13. B to Q 3rd	Kt to B 3rd	27. R to K 7th	B to R sq
Although Black has lost time by the	Kt to K 2nd	28. R to K sq	Q takes K P
weaknesses of his Knight, he now takes	Q to B 2nd	29. R to K 2nd	Q takes Kt P
himself secure from any attack by Q to R 5th.	Q to Kt 3rd	30. Q to B sq	Kt to R 5th
14. Kt to Q 2nd	P to K Kt 3rd	31. Q to K sq	Q to Kt 3rd
15. R to B sq	P to Kt 3rd	32. Q to Q B sq	Q to Q 5th
16. Q to K 2nd	B to Q Kt 3rd	33. P to R 3rd	Q to Q 6th
With material results on the future of the		34. K to K 3rd	Q to Q 4th
game, especially as supplemented by White's		35. R to B 2nd	Kt takes P
next move.		36. K to K 5th	Q to B 6th
17. P to B 4th	Q P takes P	37. K to R 2nd	Kt takes P
18. Kt (Q 2) takes P	Q R to Q sq	38. K to K 3rd	Q to Kt 2nd
19. K R to Q sq	Kt to B 4th	39. K to R 3rd	Kt to Q 4th
20. Kt takes Kt	R takes Kt	40. Q to Kt 2nd	Q to K 2nd
Black turns these exchanges to advantage		41. K to R 6th	Kt to Kt 5th
by some really masterly play.			

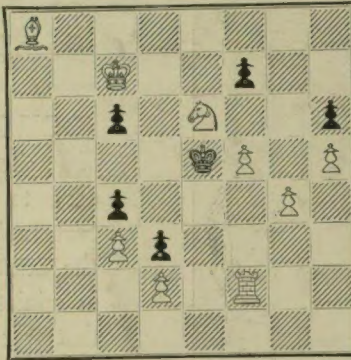
CORRECT SOLUTION OF PROBLEM No. 3537 received from C A M (Penang); of No. 3538 from N H Greenway (San Francisco) and C A M, of No. 1340 from N Bacon (Chicago, U.S.A.), Charles Wiling (Philadelphia), and Henry A Sells (Denver, U.S.A.); of No. 3541 from Theo Marzials (Colyton) and J White (Ealing); of No. 3542 from E G B Barlow,

J B Camara (Madeira), J White, C Barretto (Madrid), R Murphy (Wexford), Jacob Verrall (Ridmell), W Mackenzie Brown, and S Piechorski (Lemberg); of No. 3543 from E G B Barlow, R Murphy, W Winter (Medstead), S Piechorski, and Ph. Lehen.

CORRECT SOLUTIONS OF PROBLEM No. 3544 received from T E Way (West Ealing), Captain Challice (Great Yarmouth), W Best (Dorchester), L Schlu (Vienna), J Cohn (Berlin), J Green (Boulogne), J Churcher (Southampton), J Fowler, G Bakker (Rotterdam), John Laidlaw (Kelso), A W Hamilton Gell (Winslade), J E Lelliot (Forest Gate), J F G Pietersen (Klugswind), P Saavedra (Glasgow), J Leslie Laidlaw (Edinburgh), W H Taylor (Westcliff-on-Sea), G Stillingfleet Johnson (Cobham), Egbert Ratcliffe (Wendover), Ph. Lezen (Hanover), J Deering (Wicklow), R Worters (Canterbury), E J Winter-Wood (Paignton), T Wetherall (Manchester), Rev. J Christie (Redditch), and W Lillie (Marple).

PROBLEM No. 3546.—By G. STILLINGFLEET JOHNSON.

BLACK.



WHITE.

White to play and mate in three moves.

SOLUTION OF PROBLEM No. 3543.—By W. EVANS.

WHITE.
1. Q to R 7th
2. Kt to Q 8th (ch)
3. Q to Kt 7th, mate.

BLACK
K to K 3rd
K to B 3rd

If Black play 1. K to K 4th, 2. Kt to Q 8th; if 1. K to B 5th, 2. Q to R 5th, etc.

MISCELLANEOUS.

AS from May 1, the Great Eastern Railway's Continental service to and from Berlin and many North German towns by the Harwich route has been greatly accelerated. The journey from Berlin to London has been reduced by 1 hour 25 min., the journey occupying 17 hours 55 min. only. There is also a saving of 1 hour 43 min. in the journey to Leipsic, and 1 hour 39 min. to Dresden. Through carriages and restaurant-cars are run between the Hook of Holland, Hamburg, Berlin, Leipsic, and Dresden. Passengers can have meals en route, and enjoy a comfortable night's rest on the turbine steamer.

On the Great Western Railway the whole of the service of two-hour expresses between Paddington and Birmingham, Shrewsbury, Chester, and Birkenhead has now been resumed, the only exception being the 8 p.m. from Paddington, in place of which the 7.30 p.m. is being accelerated to reach Birmingham at 10.5 p.m. The new route, via Bicester, is the shortest between London and Birmingham, and is daily becoming more popular. Restaurant-cars are provided on all trains. The trains are running at the same times as before the Coal Strike.

By a fortunate coincidence of dates, a luxurious fortnight's sea-going Whitsuntide holiday can be secured by taking advantage of the usual sailing from London on May 24 of the Orient Line Mail steamer. The outward trip is made by one of the Company's fine new 12,000-ton vessels, and the return voyage by the largest and latest addition to the Orient Line, the *Orama* (12,928 tons). Both the vessels are fitted with wireless telegraphy. Gibraltar is reached on May 28, and six days may be spent in visiting the Moorish cities of Spain or Africa, or in a short riding tour in Southern Spain. By continuing the voyage to Toulon, the new port recently adopted by the Orient Company, two days are available for the Riviera, Cannes and Nice being within two hours' rail journey. The fare for the fifteen-days' trip ranges from £16 saloon, and £11 second saloon, and the period of validity of return tickets can be extended without extra charge.

BEAUTIES' CHOICE.

Poinsetta Perfume was specially created for Miss Phyllis Dare, Miss Gabrielle Ray, Miss Olive May, and Miss CONNIE EDISS, who writes:

"People who do not know 'Poinsetta' might be a little incredulous that so fine a perfume could be bought for 4/6."

Of all high-class chemists, 4/6, 8/6 and 20/- per bottle. Toilet Powder 2/-, Toilet Soap 1/-, Sachets 1/-, Perfumed water-softening crystals for the bath 2/6, 7/6 & 12/-.

Atkinson's
Poinsetta
Perfume

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ROWLAND'S MACASSAR OIL

FOR THE HAIR

A delightfully fragrant and famous product, which contains nothing deleterious or poisonous. It helps the **Hair to Grow** luxuriantly.

It supplies the hair-cells with the diet on which their vitality depends.

The hair after its use becomes silk-like and glossy, and the **Improvement is Striking.** It is beautifully perfumed with **Otto of Roses.**

For children it is a necessity, for at no time does the Hair require more attention than at childhood.

There is nothing like it, **Nothing so Good.**

It is prepared in a **Golden Colour** for Fair or Grey Hair.

Sold in 3/6, 7/-, and 10/6 bottles, by Stores, Chemists, Hairdressers and Rowland's, 67, Hatton Garden, London.

They'll soon come back for it!



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First class. Within own large Park. 30 private suites with bath. Prospectus: Foreign Resorts, 1, Southampton Row, W.C.

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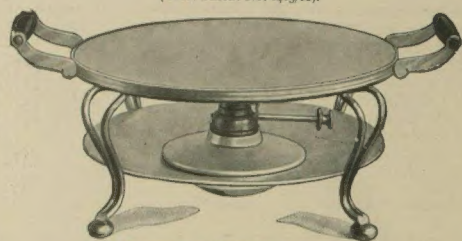
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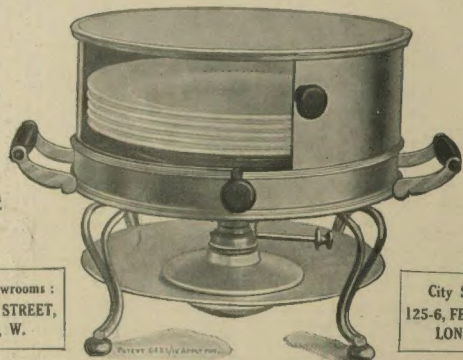
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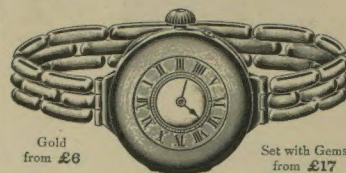


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